

WILL BE NO HALT IN GRAFT PROSECUTION

Rudolph Spreckels Says People
of San Francisco Are in No
Way Discouraged.

LOS ANGELES, May 26.—Rudolph Spreckels of San Francisco, who has been the financial backer of the graft prosecution in that city, made a brief address here today, in which he referred to the continuation of the graft prosecution in the following language:

"To assume that the people of San Francisco are discouraged by reason of the mistrial of the Ruff case would be a mistake. On the contrary, the disagreement of the jury in that case has brought to the people a full realization of the tremendous odds against which the graft prosecution is compelled to labor.

"They are brought face to face with the power of a combination of daily and weekly newspapers who are open to sympathizing with all of the men under indictment, together with that combined wealth as represented by many of the public service corporations whose officers and directors are involved in the prosecution, and who have been able to bring about a marriage of justice through their willingness and ability to hire men who can be depended upon to go any length to undermine the cause of justice and right.

"I believe the time has come when every self-respecting man must take his stand for right and honesty in business as well as in the enforcement of the laws.

PRINCE WINS TWO DUELS WITH BROTHERS IN A DAY

ST. PETERSBURG, May 26.—Prince Kapustin Murat, a descendant of Bonaparte's famous field marshal, and whose grandmother was an American woman, Caroline Franzer, of Borden, N. J., fought two brothers named the in duels here today, wounding both of his opponents, one seriously, but himself being unharmed.

Prince Murat is a captain in the Czar's guards, a crack Russian regiment, and the two brothers are well known in the exclusive social circles of this city.

Prince Murat's quarrel was with both the brothers and he elected to fight them one after the other.

Dozen Children Injured.
POTTSVILLE, Pa., May 26.—A dozen children were seriously hurt at Lockport last night when two railroad trucks on which they were riding down the grade crashed into each other. Not a child escaped without injury. No deaths are expected unless internal injuries should develop. The accident was due to skylarking, the children getting on the trucks for a ride.

THE NEW SAN FRANCISCO

BY FREDERIC J. HASKIN.

A metropolitan city two years old, San Francisco is the most marvelous of modern miracles. The most destructive disaster in history in three days wiped out the city of the Golden Gate, and it was mourned as "the city that was." The indomitable spirit of its people was sufficient in two years to restore it to full, pulsating life. Now it stands, the newest and most modern city on the globe, as the noblest monument ever reared to celebrate the genius of man who holds dominion over the powers of the elements. It is not finished—what American city is?—but it is rebuilt in so far as a restoration of normal life and business is concerned. The building now going on, and that which will follow, will soon cover the whole of the burned area, but it will not stop when these limits are reached.

Coming into San Francisco now from the ferry building one looks up that magnificent thoroughfare called Market street upon a live American city, and there is nothing in all his range of vision to suggest the chaos that was here. From the commanding height of one of the hills which are San Francisco's crown jewels, one looks upon a jungle of steel. Never before has it been possible to witness so many modern steel frame structures in course of erection at one time. Here and there is a vacant spot in which are neatly piled the old bricks which belonged to the buildings of a forgotten age. The wrecked city hall is still there as it was left by the wreck of the earthquake, and the ruins of the temple of the city's voice which had been so grossly defiled by the false trustees of the people.

But one must search of these things—the picture which lies before him, in its bold outlines, tells no tale of disaster, its theme is the miracle of construction. Red-hot bolts cleave the air like meteors and are caught by dexterous men, who use them to fetter the great ribs of steel which are swung into the heights to the music of the pneumatic tool. Hundreds of feet below the city, a happy, care-free folk hurrying to business or pleasure, and swelling with pride in their newer, better, safer city. "The city that was" came into being as a gradual growth from the pioneer days of 1849. Its buildings were of wood and brick, and a few were of steel. As the always moving tide of business receded from old quarters it had left rows of dingy buildings, which were all that was left. The modern section of the city was honey-combed with buildings that were decades behind the times.

Then came the earthquake and the fire. In three days property to the value of \$500,000,000 had been swept away. Of this amount of damage \$20,000,000 resulted from the fire. Since that time the insurance companies have paid to San Francisco \$198,000,000. Nearly five square miles of the heart of the city was left in ruins. To clear away the wreck was the greatest task of the kind ever undertaken. Railroad rails were laid through the city and heavy engines carried away billions of bricks and millions of tons of twisted iron and steel. The very greatness of the task of clearing away the wreckage encouraged the men in their determination to build on a greater scale.

More than 28,000 buildings were destroyed. Nearly 10,000 new ones have been erected and over 4,000 remodeled, so that San Francisco, in two years, has really replaced half of the structures destroyed. But the superiority of the new city over the old is shown by the fact that the 28,000 buildings burned cost \$105,000,000, while the 14,000 new buildings have cost \$112,000,000. Two years after—and the value of the improvement on the real estate in the burned district is greater than it was before the fire! And this is not all of the miracle; of the \$112,000,000 invested in the new buildings, \$105,000,000 is local San Francisco money. In these buildings of the new city there is now stock and furnishings to the value of \$160,000,000.

The city had a population of about 475,000 at the time of the fire. The estimates made on the school census shows a population today of nearly 480,000. There was a great exodus immediately after the disaster, but San Franciscoans assert with the utmost confidence that the loss in population has been more than made up by the influx brought about by rebuilding.

"Before the fire" and "after the fire" are the phrases used here to fix a time or denote an era. With the unlamented obsolete buildings of certain sections of the city there also perished much that San Franciscoans will long remember and long for. The intimate juxtaposition of business and social life which obtained when offices, shops, clubs and hotels were in their old relation will not be known again. The offices will again be scattered down town. The shops will also take up their old quarters, but the great shopping districts which sprang up in the unburned residential districts will not surrender their life, and Van Ness avenue is "the avenue" today. The clubs are scattered, and the bohemian restaurants, which contributed both to the fame and infamy of the city, have found new and widely scattered quarters. But only the oldtimers will regret the change of locations—there is no change in the existence of the things that make San Francisco the "little Paris" so beloved of American bohemians.

The city that has taken the place of the city that was. Its people are looking forward with faith and undaunted spirit to the city that will be. Some of them now regret that no advantage was taken of the opportunity to rearrange the street plans. But that is not to be thought of now. Lessons taught by the great disaster have been carefully studied. Of the great loss, ninety per cent was by fire, eight per cent by dynamite used in fighting the fire, and only two per cent by the earthquake. The rebuilt city is made up of buildings of that type of construction which resisted the force of the earthquake. As far as human precaution can go, the city is protected from danger from another "temblor."

The people have just voted to spend over five million dollars to install an auxiliary water system to be used only in fighting fire. Further than this, man cannot go in his efforts to guard against the unknown dangers of the future. Before the fire, San Francisco was a creditor city. Its bonded indebtedness is limited by its charter to fifteen per cent of its assessment roll. The assessment roll is about \$450,000,000, which fixes the limit of indebtedness at \$67,500,000. Until a few days ago the actual bonded debt was only \$3,426,000. Encouraged by the results of two years of rebuilding, the people by a vote of ten to one agreed to a bond issue of \$18,200,000. This money is to be expended for improvements—\$5,200,000 for the auxiliary water system, \$4,000,000 for a sewer system, \$3,000,000 for additional school houses, \$2,000,000 for hospitals and a million each for a hall of justice and a garbage disposal plant.

Even with this new debt, the per capita indebtedness of San Francisco is only \$45, which compares favorably with New York's \$127, Boston's \$114 or Cincinnati's \$111. It is a notable fact that the percentage of mortgage indebtedness in relation to the actual value of real estate and improvements is very low in San Francisco. According to the expertly prepared estimate of the authorities here the percentage is 17, as against 39 in New York and 54 in Philadelphia. These figures show that the new San Francisco is taking its place as one of the other great cities of the country at no financial disadvantage. Of course, the great destruction of wealth was a calamity that cannot be helped. San Franciscoans must feel it in the years to come, and the whole nation has already felt it to a certain extent. San Franciscoans rejoice that the city itself was not heavily in debt when the blow fell, its recuperation would have been infinitely more difficult.

The new San Francisco is a proud and well groomed city. Its fine downtown streets are wearing garments of the latest style, cut in the best possible taste. Even Chinatown has arisen from its baptism of fire transformed from a colony of miserable dirty rookeries to a new city of clean houses, set off by magnificent pagodas of green and gold. The new Chinatown looks like a Chinese city might have looked three or four thousand years ago, when China was young and had not yet frowned on the things that are new.

When Admiral Evans brought his fleet through the Golden Gate and anchors were dropped in the waters of San Francisco bay, the new city proved its right to say "rebuild" in the past tense. From the tops of each of the thousands of electric light masts which lined the streets floated the stars and stripes, not hastily tacked on a stick of wood, but flying from a rope fastened to a proper flag mast. On each of the lighting masts was a shield and its clusters of flags. Union square was ablaze with Chinese lanterns and swathed in bunting. Business houses were covered with flags, the St. Francis hotel saluted Admiral Evans with shots fired from a gun placed in a battleship's fighting top, which had been erected over the portico. And more than that, the officers and sailors of the fleet were entertained in a city that had forgotten all about its wreck and ruin, a city that could that day take care of over a hundred thousand outsiders who came to join in the welcome to the fleet.

Statistics and descriptions alike fail to convey an adequate idea of the truth of the new San Francisco. Panoramic photographs of the old city taken before the fire, the ruined city after the fire, and the new city of today, may tell the story in part. To understand it fully one must see San Francisco and the San Franciscoans. (Copyright, 1908, by Frederic J. Haskin.)

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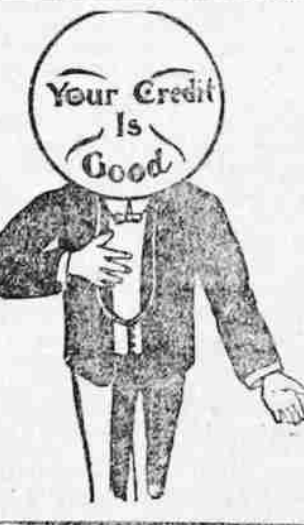
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